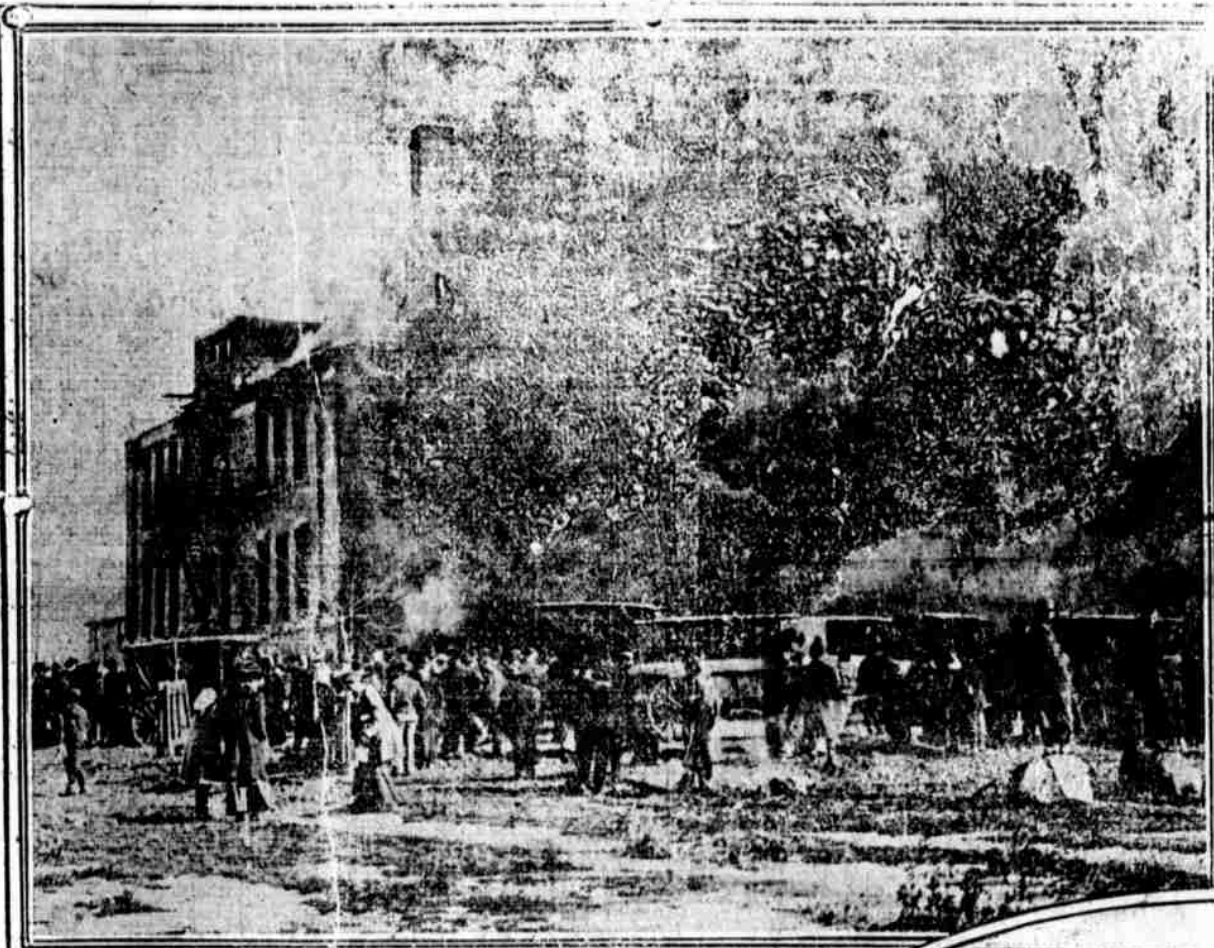


# Primo Bock Beer

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Ready April 1

## Scenes From Horrible Collingwood School Fire



SCENE DURING THE FIRE. AMBULANCES WAITING TO REMOVE DEAD AND INJURED.



THE FATAL ARCH.

Cleveland, Ohio, March 6.—Collingwood, today, came to a full realization of her woe. Slowly and solemnly the processions of death began to wend their way toward the cemeteries, bearing the battered and charred remains of some of the 167 children whose lives were snuffed out in Wednesday morning's catastrophe in the Lakeview school. From 9 o'clock in the morning until dusk there was no cessation in the funeral corteges. Those who had no dead to mourn as a personal loss stood in the streets with bared heads as the grim processions passed. One of the saddest funerals was that of the three children of Janitor Hirtz, held jointly with the services for three other little ones.

Mutterings against the janitor could be heard about the village as grief-stricken parents sought an object upon which to wreak vengeance, forgetting as they did that Hirtz himself was walking with bowed head and broken heart behind the biers of three of his beloved. A detail of police was placed about the Hirtz home when the hour for the funeral came. Fully 500 persons had gathered here when the coffins were carried to the doorway the crowd spread and opened the way for them without protest or expression of hostility.

Altogether there were fifty burials, today, and tomorrow the gruesome task will be repeated. Sunday will witness the last of the individual burials and on Monday the remains of all those who are unidentified will be laid to rest with one funeral. Tonight there are twenty-eight of these bundles of flesh that await claimants.

Testimony describing the mad rush to death of the school children was given, today, at the continued session of the coroner's inquest. Stories of heroism on the part of the women teachers were recited. P. P. Whitney, superintendent of the Collingwood schools, stated his belief to be that no fire department could have done any effective work after the fire had started.

Two of the teachers described their unavailing attempts to open one of the double doors at the rear, which they said were locked. The inquest also developed that after the first crush at the door it was beyond human possibility to aid or to save those whom the fire was consuming. The

inquest will be resumed Monday.

Chief Wallace of the Cleveland fire department, said, today, after an examination of the ruins of the school, it was his opinion that the loss of life would not have been so great had there been no partitions at the side of the storm doors at the rear entrance. Two feet eight inches had been taken off either side of the hall for the partitions. His examination developed that the doors opened inward. Chief Wallace doubtless will be a witness before the coroner's jury. Drastic steps were taken today, by the Cleveland school boards to place all the Cleveland educational buildings in a condition to preclude any loss of life from fires. Basements will be fire proofed, wooden stairways will be replaced by iron and spiral fire escapes escapes will be enclosed. The doors in the vestibules will also be removed. With the appropriation of \$25,000 today by the Ohio legislature and the funds subscribed locally there will be ample financial relief for the stricken families.

### ONE OF THE TRAGEDIES.

Cleveland, March 4.—This is one of the tragedies of the Lakeview school fire.

One of the faces in the wall of those that blocked up the rear door of the burning school was that of a Jennie Phillips, aged fifteen. Mrs. John Phillips, who lives a few doors from the building, was one of the first to get to the fire. She picked out her daughter's face among the scores of those she saw. Volunteers had formed a cordon about the door, but the agonized mother broke through and rushed into the passage way.

"Oh, Jennie, please come out!" begged the mother.

"I can't ma; oh, help me if you can!" cried the child.

The mother seized both of her daughter's hands and pulled with all her strength, but she could not drag Jennie out from the crush. She turned to men who were in the passage way and begged them to help her.

One man pulled with the mother at Jennie's arms, but they could not move her.

"It's no use, ma," said the girl. "I've got to die."

At that Mrs. Phillips became resigned to her daughter's fate. She held the girl's hands, and the two talked for



SCENE AT LAKE SHORE STORE HOUSES WHICH WERE USED AS TEMPORARY MORGUE.

some minutes together. The fire crept up through the mass of heads. A tongue of it blew out over Jennie's head. It began to scorch her hair. Then the mother thrust her bare hand into the flame. She stroked her daughter's hair and kept the fire away as long as she could. "Oh, thank you, stroked the fire from her daughter's hair," breathed the dying girl. It was the last she said.

They dragged the mother from outside she was cared for by doctors at the the smoke and flame. It was found scene.

Washington, D. C., March 4.—Up to March 1, 29,414,534 cubic yards of excavation had been taken from the Panama Canal route. This is just one-fifth of the entire amount that was estimated May 1, 1904, that would be required to be excavated to complete the waterway, viz.: 142,600,000 cubic yards in round numbers.

Should the work proceed at the present rate it is estimated the remaining excavation would be completed in three years.

However, it is understood that the work of excavation will not be pushed to completion, but that meanwhile construction of the locks will proceed, the intention of the commission being to finish all parts of the canal construction at about the same time.

Notwithstanding that there were two less working days in February than in January, the amount of excavation on the canal was 783,312

cubic yards greater, the total excavation for February being 2,645,880 cubic yards.

### ROBINSON CRUSOE NO MORE.

Washington, March 10.—It is believed at the navy department that the "modern Robinson Crusoe" has perished on the desert island in the Pacific on which he was left last October.

Fred Jeffs, with the captain and others of a Norwegian bark, were wrecked on the indefatigable islands of the Galapagos group last May. They lived on turtles, shellfish and what birds they could snare or kill. The captain and all of the crew were taken off by a sailing vessel October 26, except Jeffs. The captain reported that Jeffs was ill and that he refused to leave the island.

The Yankton left Callao February 28 on a rescue mission. Her commander today cabled he would reach Acapulco, Mexico, tomorrow night, inasmuch as he said nothing about finding Jeffs, it is believed he failed in his mission and that Jeffs has perished.

### LA FOLLETTE AND HEARST

New York, N. Y., March 16.—A Washington special to the World says: That Senator La Follette of Wisconsin will be nominated for President by Hearst's Independence League is declared on high authority here to be practically settled. This authority is Senator Aldrich of Rhode Island. Moreover, the speech which Senator La Follette will make in the Senate tomorrow, when he will attack the Aldrich bill, and especially its railroad-bond feature, is expected to amount to a declaration of his principles as a Presidential candidate.

Washington, D. C., March 16.—Aldrich whispered his "inside information" to several politicians. He carried the tale to the White House, where he and President Roosevelt discussed it earnestly. Afterward the President repeated the story to White House callers. Senator La Follette was incensed at such an unauthorized report from the Aldrich

## AVERY WINKS AT SCHWERIN'S THREAT

New York, March 14.—W. H. Avery of San Francisco, general manager of the Toyo Kisen Kaisha, the Japanese trans-Pacific steamship line, arrived here today on the Lusitana from England, where he has completed negotiations for the fourth of a fleet of great oil-carrying steamers which his company will operate between Gaviota, California and Yokohama.

Mr. Avery has made several trips to England during the last year in the interest of the powerful Japanese steamship company which he represents, and his transactions abroad have involved a large portion of the millions of dollars which the Japanese are spending in their efforts to achieve the commercial supremacy of the Pacific.

In Japan the Toyo Kisen Kaisha is rushing the construction of several modern passenger liners for the service between San Francisco and Japan and the vessels which have been acquired in England are for the oil-carrying trade.

The company anticipates making a strong fight to wrest the trans-Pacific passenger traffic from the Pacific Mail.

### Takes Oil to India.

During his recent trip to England, Mr. Avery took over the latest of the oil carriers. It was built by H. D. Moss & Co., of Newcastle, and formally delivered in February. It is named the Buvo Maru, and on February 23rd sailed from Newcastle for Philadelphia, where it will take aboard a cargo of refined oil for India. After delivering the cargo Buvo Maru will go to Japan and enter the oil service to Gaviota.

The Japanese line quietly began acquiring oil carriers about a year ago. At that time, Mr. Avery went to England and chartered an English oiler

named the Pinna. This was followed by the purchase of the steamer Hermon, the name of which was changed to the Soyo Maru. Last August Mr. Avery again went to England and purchased from C. H. Bolling & Co. a steamer which is now building in the Armstrong yards, and which will be delivered to Mr. Avery next July.

Mr. Avery returns to San Francisco in a few days and within a few weeks will make another trip to England and enter into further negotiations and also to take over the new oil carrier. When seen at the Holland House tonight, he would not admit that his company hopes to overshadow the Pacific Mail, but he referred with no little enthusiasm to the far-reaching activity of the Toyo Kisen Kaisha.

When he was told that the Pacific Mail has applied in Albany for a twenty-year renewal of its charter, he recalled R. P. Schwerin's declaration some months ago that the Harriman interests would let the charter lapse because they were losing money. A smile and a wink were the only comment Mr. Avery would offer on the subject.

### PARKER KAHULUI PILOT

Captain E. H. Parker has been appointed by Superintendent Campbell pilot of Kahului harbor in place of Captain Donald F. Nicholson, who has resigned. Captain Nicholson is now in the Queen's hospital on account of a severe injury to his eye which he received recently.

J. W. Spout has been appointed by the Superintendent of Public Works to be superintendent of the Kanuwa water works at Waimoa, Hawaii. He takes the place of Joshua D. Koki, removed.